

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Louisiana?

There was no objection.

Mr. TAUZIN. Mr. Speaker, I yield myself 5 minutes.

Mr. Speaker, I rise in support of H.R. 2592, a bill introduced by the gentleman from California (Mr. ROGAN), to remove unnecessary regulation of electric bicycles. The bill has benefitted from a full dose of regular order and enjoys a support of my colleagues on both sides of the aisle.

Electric bicycles are a great means of transportation and recreation. In particular, older and disabled riders who do not have the physical strength to ride a bicycle uphill without motorized assistance will benefit from these low-speed electric bicycles. These bikes are also used by law enforcement agencies to increase their patrol range while doing community policing.

Electric bikes help commuters who cannot afford automobile transportation or who work in traffic congested areas. Electric bikes are good for the environment. They are good for reducing traffic and they are good for recreation.

Unfortunately, low-speed electric-powered bicycles are currently regulated by the National Highway Traffic Safety Administration as motor vehicles instead of as bicycles. NHTSA does not want to focus on this. In fact, NHTSA does agree it does not make any sense to regulate these bicycles as motor vehicles, but it is required to by current law.

If NHTSA were to strictly enforce its regulations for electric bicycles, the bikes would be required to meet all sorts of standards that are designed for cars, but do not make sense for bicycles.

Since low-powered electric bicycles are used in the same manner as human-powered bicycles and travel at the same maximum speed, it is just plain common sense they should be regulated like human-powered bicycles.

In our committee hearings, there was bipartisan consensus that regulation of electric bikes should be transferred from NHTSA to the Consumer Products Safety Commission. The CPSC can then regulate them in the same way it regulates regular bicycles, or they can develop any regulations in addition that they might find necessary.

Mr. Speaker, it is a short bill. It is simple, but it is effective. It will make it easier for people to own and to use these electric bicycles.

Mr. Speaker, I want to add that I tried one of these out. Now, I am not, thankfully, yet so old or so out of shape that I think I should have one like this, but let me tell my colleagues, it is an excellent piece of equipment. With just a switch, a little switch that bicycle will add a little extra power to the peddles going up a hill. It feels like you are on a regular flat surface.

It will literally help a great many people in our society who need that little extra help in using a bicycle as recreation or use them to get around town or to work or, indeed, in some cases for the kinds of exercise they need to keep themselves healthy.

I am telling my colleagues when I am ready for it, I am going to get one. It is a really neat little device.

The gentleman from California (Mr. ROGAN) has done a good job in bringing this bill forward so that we can properly put this bicycle under the Consumer Products Safety Commission where it belongs, where it can be regulated as a human-powered bicycle. We urge support for this legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. BROWN of Ohio. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise as the gentleman from Louisiana (Mr. TAUZIN), my friend, did in support of H.R. 2592. This legislation transfers responsibility for regulating low-speed electric bicycles to the Consumer Products Safety Commission. Currently, the National Highway Safety Administration, NHTSA, has jurisdiction over these bicycles, which are designed to operate at speeds of less than 20 miles per hour, approximately the same speed as human-powered bicycles.

The CPSC, the Consumer Products Safety Commission, and NHTSA support this common sense proposal. NHTSA has never attempted to issue a safety standard for these bikes and, I would say, for good reason. If NHTSA were to establish an electric bicycle standard, they would be subject to motor vehicle requirements that would significantly drive up the costs of these bicycles.

Mr. Speaker, the CPSC, which currently regulates human-powered bicycles, is the appropriate agency to regulate electric bikes that operate at comparable speeds. These are bicycles not motor vehicles and, therefore, they should be regulated by the agency with responsibility for bicycles.

Mr. Speaker, this legislation has bipartisan support. Our colleague, the gentlewoman from California (Mrs. CAPPS) who is on the Committee on Commerce, has worked hard for this bill. It is also cosponsored by the gentleman from Michigan (Mr. DINGELL); the gentleman from Texas (Mr. HALL), also on our committee; the gentlewoman from California (Ms. WOOLSEY); the gentleman from Connecticut (Mr. MALONEY); the gentleman from Minnesota (Mr. OBERSTAR); and the gentleman from California (Mr. BERMAN).

Mr. Speaker, I urge my colleagues to support H.R. 2592.

Mr. Speaker, I yield back the balance of my time.

Mr. TAUZIN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I just briefly want to say this is not obviously the most important bill that will come before Congress, but it is a good example of how the law is just wrong and common sense requires the law to be changed. So we change it tonight, and hopefully with the small change, we will make a consumer product that is going to be extremely helpful to many citizens of this country available to them and affordable for them. And just this small act by Congress, I think, is going to mean an awful lot to a lot of people, and I urge adoption of the bill.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Louisiana (Mr. TAUZIN) that the House suspend the rules and pass the bill, H.R. 2592, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

#### GENERAL LEAVE

Mr. HORN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on S. 3062.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

#### DISTRICT OF COLUMBIA PERFORMANCE ACCOUNTABILITY PLAN AMENDMENTS ACT OF 2000

Mr. HORN. Mr. Speaker, I ask unanimous consent that the Committee on Government Reform be discharged from further consideration of Senate bill (S. 3062) to modify the date on which the Mayor of the District of Columbia submits a performance accountability plan to Congress, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the title of the Senate bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

Ms. MILLENDER-McDONALD. Mr. Speaker, reserving the right to object, but I do not plan to object. I take this time to engage the gentleman from California (Mr. HORN) in a colloquy for a brief explanation of his unanimous consent request.

Mr. HORN. Mr. Speaker, will the gentlewoman yield?

Ms. MILLENDER-McDONALD. I yield to the gentleman from California.

Mr. HORN. Mr. Speaker, I rise in support of S. 3062, the District of Columbia Performance Accountability Plan